are working for US industry under contract or in partnership.

The US Government appreciates Indian concerns in this regard. The matter is also under discussion at the WTO since, the US regulations are not India-specific, but apply to skilled foreign professionals generally.

Government are carefully monitoring developements in this regard and remain alert to safeguarding Indian interests in this matter.

**राष्ट्रीय जलमार्गो द्वारा माल की ढुलाई**

2245.**श्रीमती सुषमा स्वराज**:

**श्रीराम जेठमलानी** :

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेगे कि:

(क) क्या यह सच है कि देश में माल की ढुलाई का कार्य राष्ट्रीय जलमार्गो द्वारा किया जाता है;

(ख) यदि हां, तो स्थपित किये गये राष्ट्रीय जलमार्गो की कुल संख्या कितनी है और प्रत्येक जलमार्ग की लम्बाई कितनी-कितनी है;

(ग) क्या यह सच है कि इन जलमार्गो के अनुचित रख –रखाव और माल ढुलाई के लिए अन्य सुविधाओं के अभाव के कारण इन जलमार्गो द्वारा माल ढुलाई की मात्रा में कमी आ रही है;

(घ) यदि नहीं, तो वर्ष 1990-91 और 1994-95 के दौरान प्रत्येक जलमार्ग द्वारा कितनी मात्रा में माल की ढुलाई की गई; और

(ड) जलमार्गो के उपयोग में निरंतर कमी आने के क्या कारण हैं?

**जल – भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर):** (क) जी हां।

(ख) भारत सरकार ने निम्निलिखित तीन राष्ट्रीय जलमार्ग घेषित किए है:-

(1) हल्दिया से इलाहबाद तक (1820 कि.मी. ) गंगा- भागीरथी-हुगली नदी प्रणाली राष्ट्रीय जलमार्ग 1 के रूप में।

(2) बांग्ला देश सीमा से सदिया तक (891 कि.मी. ब्रहापुत्र नदी राष्ट्रीय जलमार्ग 2 के रूप में।

(3) उद्योग मंडल नहर (23 कि.मी. ) के साथ-साथ कोल्लाम से कोट्टापुरम तक (168

कि.मी) पश्चिमी तटीय नहर तथा चम्पाकारा नहर (14 कि.मी ) राष्ट्रीय जलमार्ग 3 के रूप में।

(ग) भारतीय अंतर्देशीय जलमार्ग प्राधिकरण चरणबद्ध के रूप में संसाधनों की उपलब्धता के आधार पर राष्ट्रीय जलमार्गो का रख-रखाव तथा उनमें सुधार कार्य करता है। रख-रखाव संबंधी किसी प्रकार की समस्या के कारण राष्ट्रीय जलमार्गो पर चलने वाले यातायात पर कोई प्रतिकूल प्रभाव नहीं पड़ता ।

(घ) 1990-91 और 1994-95 के बीच तीनों राष्ट्रीय जलमार्गो के जरिए ढोए गए माल की मात्रा नीचे दर्शाई गई हैं:-

| | | (लाख टन) |
|---|---|---|
| | 1990-91 | 1994-95 |
| 1. | राष्ट्रीय जलमार्ग सं.1 | 3.25 4.47 |
| 2. | राष्ट्रीय जलमार्ग सं.2 | 0.38 0.13 |
| 3. | राष्ट्रीय जलमार्ग सं.3 | 3.45 5.39 |

(ड) राष्ट्रीय जलमार्ग 1 और 3 के जरिए ढोए गए माल की मात्रा में बढ़ोत्तरी हुई हैं। कार्गो की अपर्याप्त पेशकश के कारण राष्ट्रीय जलमार्ग सं 2 पर सी आई डब्लयू टी सी द्वार ढोए गए माल की मात्रा में कमी आई है।

**News item Regarding spread of Terrorism in the country**

2246. DR. MURLI MANOHAR JOSHI:
SHRI TRILOKI NATH CHATURVEDI:

Will the Minister of be pleased to state:

(a) whether Government's attention has been drawn to the editorial "Atankwad Ke ubarte saye desh ke charon konou main" published in the Punjab Kesari of July 21, 1995;

(b) if so, what are the detailed comments of Government with regard to recent bomb explosions at Jagadhari, Saharanpur, Tamil Nadu and the. devastating bomb explosion in Jammu on

20th July, 1995 which resulted in the killing of 17 persons; and

(c) whether it is a fact that ISI activities and terrorists infiltration has lately been increased, if so, the sector-wise details and measures taken to check such infiltration?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI RAJESH PILOT): (a) Yes, Sir.

(b) The available information is given below;

**BOMB EXPLOSION AT SAHARANPUR (July 13, 1995)**

There was an explosion inside a private Bus No. UP-11-7950 on July 13, 1995 at the local Bus stand, Saharanpur, Uttar Pradesh. 8 persons died and 22 persons received injuries. The explosion which occured almost in the centre of the Bus, created a crater of one and half feet and smashed the window panes of the bus and all the seats were almost charred. The RAF personnel who were present at that time, also assisted in the rescue of passengers. Fire tenders arrived immediately and extinguished the fire. A case has been registered in this connection by the state government authorities. It is understood that the bus stand at Saharanpur is also known as Jagadhari private Bus stand. According to information there was no separate Bomb explosion at Jagadhari.

Tamil Nadu-Bomb explosion in Hindu Munnani Office. Madras (April 14, 1995)

On April 14; 1995 two unidentified men who were carrying a blue zipped-up bag, came to the Hindu Munnani Office and placed it on the corridor and tried to leave the place. When a volunteer of Hindu Munnani followed them, they tried to run away. One of the men whipped out a pistol to frighten the volunteer and the other managed to run away. The person went to the place where the bag was kept and pressed it, which caused an explosion. He was killed on the spot. The blast damaged the ground floor of the building and a wall of the neighbouring house and some portions of the first floor caved in.

Parcel bomb blast at Nagore, NOM District, Tamil Nadu (July 3, 1995)

One Mrs. Thangam, W/o. Thamgamuth,, Krishnan (District organiser, Hindu Munnani) sustained injuries due to explosion at her residence at Nagore when she opened an unregistereed parcel which was handed over to her by the local postman of Nagore Post Office on July 3, 1995. The parcel did not carry the name and address of the sender. Mrs. Thangam was admitted in the Government Hostpital, Nagapattinam where she died the same day.

Bomb blast at Mani Ratnam's residence Madras (July 10, 1995)

On July 10, 1995, two unidentified youth Jlobbed two crude pipe bombs inside the residence of Mani Ratnam, Film Director. One of the bombs did not explode while the other caused minor injuries to Mani Ratnam and his maid servant. The Culprits sported a small arm to make good their escape. As a result of the explosion, some damages were caused to the building.

Bomb blasts in Jammu & Kashmii (Jammu, 20 July, 1995)

Two major bomb blasts took place in Jammu, one near Central Basic High School in Purani Mandi on 20th July and the other inear the Central Bank of India, ShalimariRoad.on the 26th July, 1995. It is alleged that in the case of blast on 20th July the bomb was planted in an auto, while in the case of blast on 26th July 1995, the explosive device was planted in a Scooter parked on the road side near Central Bank of India. 17 persons were killed and 50 others were injured in the blast on 20th July. 37 persons were injured in the blast on 26th July of whome one succumbed to his injuries later. These explosions had also resulted in damage of some vehicles and nearby

buildings. A special team headed by the Superintendent of Police (Operation), Jammu has been constituted to investigate these incidents. Rs. 1 lakh each has been sanctioned as ex-gratia relief to those killed in the explosion and Rs. 5000/- and Rs. 10,000/- to those who were injured keeping in view the grievousness of injuries.

(c) Government is aware of the designs of ISI of Pakistan to carry out espionage, subversion and sabotages in India in a clandestine manner and is taking all necessary steps to combat and frustrate such objectives by gearing up the intelligence machinery, sharing of intelligence and coordinated action by the concerned Central and State agencies, strengthening the deployment of paramilitary forces at strategic locaions, intensified coastal as well^ as inland patrolling, construction of border fencing and flood-lighting in vulnerable stretches of the Indo-Pak border.

**Allotment of petrol pumps**

2247. SHRI BHUPINDER SINGH MANN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) how Many petrol pumps have been allotted during the last three years, State-wise; and

(b) what was ratio of the increase in consumption of petrol and the number of petrol pumps issued/allotted?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPTAIN SATISH SHARMA): (a) During the last three years, 1271 RO dealorships have been allotted throughout the country.

(b) The percentage growth in the sale of petrol and diesel and the increase in the number of retail outlets in operation during the last three years has been as under:

| | Petrol | Diesel | R.O. |
|---|---|---|---|
| 1992-93 | 0.6 | 7.1 | 0.4 |
| 1993-94 | 6.6 | 6.5 | 1.4 |
| | 8.2 | 9.3 | 4 |

It may, however, be mentioned that increase in the number of outlets is not directly proportional to the growth in the sale of petrol/diesel.

**Allocation of Kerosene to Maharashtra**

2248. SHRI V. N. GADGIL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:—

(a) whether Government of Maharashtra has represented that the present allocation of kerosene of 1,63,586 KLS per month is totally inadequate for the PDS system in Maharashtra; and

(b) whether Government will increase it to 1,94,000 KLS per month as requested by Government of Maharashtra?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPTAIN SATISH SHARMA): (a) and (b) kerosene is allocated to the States/UTs on historical basis, i.e., based on the past consumption. Requests are received from State Government for additional allocation of kerosene from time to time. Request was also received from the Government of Maharashtra. But, on account of constraints - of product availability, foreign exchange and heavy subsidy involved', it is not possible to meet the full demand of the States. Nevertheless, a 3% increase was made in the allocation of kerosene for the country as a whole during 1993-94, 1994-95 and 1995-96 over the previous year, wherein additional quantities were allocated more to the states/UTs having less per capita consumption and *vice versa.* Accordingly an additional allocation of 15125 MTs has been made to Maharashtra for the year